## LITERARY NOTES.

Mr. Julian Hawtherne is at work upon a new story, the scene of which is laid in Ireland.

Messrs. Jansen, McClurg & Co. are bringing out a volume by Mr. M. L. Soudder, entitled "The Labor-Saving Fallacy, a Discussion of Socialism and Henry George's Theories." This firm are also about to publish " The Times of Alchemy," the coneluding volume of the "Surgeon's Stories,"

Mr. W. S. Gilbert says that in dramatic composi tion the only rule that appears to him to be of general application is this-always construct your act first. "In other words, never commit yourself to a course of action until you see your way clearly and with good dramatic effect out of every difficulty it may involve." Mr. Palgrave Simpson says that after the play is written the next process is cutting. Scribe said to him once: "Cut, cut, cut as much as you can, and if you have any specially fine passage on which you have set your heart, cut that first. An audience can never miss what it does not know, but it may be awfully wearied by what it finds."

The collection of Joel Barlow's literary remains, which the late Professor Olmstead was a lifetime r accumulating, has been placed in the hands of Mr. Charles Burr Todd for use in a life of the poet on which he has been engaged for several years. The collection is said to be a literary treasure. Besides the original drafts of his "Hasty Pudding" and 'Vision of Columbus" there are several unpublished poems and some 1,500 letters, embracing almost every topic of interest for the period between 1780-1812 in two continents. His friends and correspondents in Europe were Lafayette, Kosrinsko, Stanislan, King of Poland, Bishop Gregoire, Duke de Nemours, Volney, Villette, and half the savans of the French Institute. Professors Basch and Eveling of Gottingen University, and Hayley, the biographer of Cowper. In America he corresponded with Jefferson, Madison, Monroe, Oliver Wolcott, Robert Fulton, President Stiles, Dr. Dwight, Noah Webster, John Trumbull, Bishop Madison of Virginia, Dr. Ramsay the historian, and others. There are four manuscript volumes of diplomatic correspondence covering the poet's mission to Algiers, 1797-'98, and his mission to France, 1811. Robert Fulton lived seven years in his family in Paris, the two pursuing together the experiments which resulted in the steamboat-very interesting references to which are made in the letters. The collection also gives pleasant pen pictures of social and literary life in 1775-1812, including sketches of two famous revolutions-the French and

Those who lack either the time or the inclination to study the political history of our country, and yet are unwilling to remain entirely ignorant of the subject, will take kindly to a little work by R. Blanchard, entitled "Rise and Fall of Political Parties in the United States." It serves the purpose of all such persons, as well as of the young students for whom, it is to be presumed, it was primarily prepared. It presents a good birdseye view. The causes that led to the establishment of this Nation are stated, a chapter, replete with facts and statistics, is devoted to each one of the Administrations from George Washington to Chester Arthur, and there is a sketch of the tariff legislation since 1789 and of the origin of party names.

The June number of The English Illustrated Magasize is an admirable one. It is prefaced by a beau-tiful portrait of Mrs. Siddons, and opens with an article on "The Old English City of Bath," which calls up for the reader some of the most delightful reminiscences of eighteent's century literature. Equally attractive is a paper on "Dances and Dancing," delicately and humorously illustrated by Mr. Hugh Thomson.

The first part of Mr. James's story "The Author of 'Beltraflio,'" introduces a set of characters more than ordinarily disagreeable. One of these is an elderly-young lady of æsthetic tastes and caveruons eyes, who would seem to have come out of one of Mr. Du Maurier's Belgravian sketches. Mr. James's siyle has become so fixed, his treatment of his characters a thing so well understood, that he has left to his readers as matter of fresh impression and criticism only the characters themselves.

Mr. Du Maurier's illustration for the English Illustrated, "Der Tod als Freund," has some excellent poetic touches here and there, but technically it is far from perfect. The wooden hands and arms of the playing woman are not creditable to an artist of experience. In the poem which accompanies sketch, Mr. Du Maurier shows a very pretty talent for translation and for rhyming.

Mrs. Martha J. Lamb's interesting papers of "Wall Street in History," which first appeared in The Magazine of American History, have been republished in a neat volume by Funk & Wagnalls. It is

A chean edition of Milton's poems, clearly printed and simply bound in excellent taste, has been issned by W. E. Russell.

A quaint record of a noble life is contained in E Ryder's volume on the career of "Elizabeth Fry (E. Walker's Son). Mr. Ryder has used, in prepar ing this work, Susanna Corder's abridgment of the memoirs published by Mrs. Fry's daughters 'He has selected, arranged, and commented upon his material with good judgment, and his book ought to be interesting to all who can appreciate the story of a rarely unselfish life.

## A NOVELTY IN BOOKS.

Mr. J. W. Bonton aunounces for speedy publica-tion an illustrated edition de grand luxe of Sterne's Sentimental Journey," which offers an interesting novelty in the production of rich and costly books The issue is limited to one hundred copies, printed by Motteroz in Paris, with an elegance of type, paper, and illustration which alone would entitle it to rank among masterpieces of the modern typographic art; but the special feature distinguishing it from other ventures in a parailel line is the including with each copy of an original water-color drawing by Maurice Leloir, the artist to whose enthusiasm and intelligence in the study of the "Sentimental Journey" the enterprise is principally due. No two of these drawings are alike, so that every one of the hundred copies will have a distinct individuality, and in fact will be to a certain extent unique. The drawings in each case are painted on the false title, and signed and dated by the artist. They are in full color; in most of them indeed the beauty and refinement of the color constitute no small part of their charm; and their grace, finish, and delicacy are as notable as their vigor. Without being precisely illustrations of the text, they are figure-pieces which accord with its general tone. Here we have the very spirit of that superficial yet pretty sentimentalism of which Sterne reflected the best aspects-the fine lady in her chaise, the young peasant with her distaff, the fair angler, the ancient beau, the smart fille de chambre, the fashionable huntress, the beauty at her harpsichord, the handsome musician with his violin, youth twining garlands, age musing over his pipe and glass, coquetry in a hood, love on the gar-den bench. There is so much life in the attitudes. so much character in the faces! And the versatility of the artist is wonderful. He has painted one huudred of these little gems, and we can hardly say that he has ever repeated himself, nor, though there are differences, of course, in the quality of the pictures -differences rather in fineness of execution than in merit of design-has he sent out a single one unworthy of his reputation. Twenty-five of these one hundred copies are reserved for sale in England, and the rest are intended for this coun try. They will be numbered and delivered to subscribers in the order in which names are received. There is to be a special edition of one hundred with a French text, upon which Leloir is now employed.

The plan of publishing a book with such autographic sketches is entirely novel, so far as we know. In other particulars the edition de grand luze will be worthy of the exceptional honor conferred upon it. There are twelve full-page plates by Leloir, printed in duplicate, one of each pair being an unlettered proof in bistre, and there are more than two hundred engravings on wood interapersed with the text. The beauty of the printing

can hardly be overpraised. The plates are reproduced from the artist's drawings by the photogravure process of Goupil & Co., and the cuts are executed with great care. A peculiar Japan paper, very heavy and silky, is used throughout, showing both the engravings and the water-colors to especial advantage. The book is in quarto size, and is

put up in a satin case and box. An ordinary edition on vellum paper, consisting of 900 copies in colombier octavo, of which 250 are reserved for England, contains all the illustrations of the mere costly edition except the water-color drawings.

Leloir has made the illustration of Sterne a labor of love and of time. He is evidently in close sympathy with his author, and he appears to have prepared himself for the present duty by careful studies of costume, manners, and places. This therefore is one of the instances, none too frequent, in which illustrations really illustrate.

## MR. BLAINE'S BOOK.

THE THUNDERER PRAISES "TWENTY YEARS OF CONGRESS."

A VALUABLE, FAIR, AND MODERATE WORK.

From The London Times, May 19.

Apart altogether from its literary and historical merits, this volume is sure to have a large number of readers. American critics are, no doubt, scanning it carefully, to discover how it may affect its author's chances as a candidate for the Presidency of the United States. On this side of the Atlantic we are not required to enter into the questions which will come before the Republican Convention next month—we have to deal with Mr. Blaine as a historian, not as a politician; and he has himself made our task in this respect an easy one. His book is in no sense a party manifesto; it is a careful narrative; popular but not undignified in style, and remarkably fair and moderate in tone. He has expressed a decided opinion on all the issues involved in the Civil War; but he is able to appreciate the arguments and respect the motives of those whom he holds to have been most widely mistaken.

Mr. Blaine has chosen for his special subject the From The London Times. May 19.

involved in the Civil War; but he is also to appear
ciate the arguments and respect the motives of
those whom he holds to have been most widely mistaken.

Mr. Blaine has chosen for his special subject the
deliberations of Congress, and he enters fully into
the constitutional and financial questions which
had to be argued at Washington while the Federal
armies were in the field. He has also traced for
us the progress of the war itself—indeed, the
nature of the subject requires him to do so, for
every great battle was a political event affecting
the relations of parties and the policy of the Government. Through the summer and autumn of
1862 Lincoln had his Monitory Proclamation, aunouncing the abolition of slavery, ready to issue as
soon as the South showed any symptom of giving
way. He was waiting for "something like a
victory" to unite and inspirit the Republican
party. After Antietam the President said, "I
could not find out till Saturday whether we had
won a victory or lost a battle. It was then too
late to issue it that day, and on Sunday I fixed it
up a l'itle, and on Monday I let them have it."

In the concluding chapter of this volume Mr.
Blaine criticises the conduct of foreign Powers,
and especially of England, during the Civil War.
Sharing as we do his anwillingness to stir the ashes
of a controversy now honorably closed, we do not
propose to discuss the charges which he makes
against us. We may perhaps point out that
American Republicans will find in Mr. Blaine's
pages, if they study them impartially, materials
for a somewhat more lenient judgment than they
are accustomed to pass on our actions. Let it be
granted, for the sake of argument, that England
entirely mistook the true character of the issues involved in the war. Is it reasonable to blame a
foreign Government for being blind where so few
American citizens saw clearly? The war was not a
war for the abolition of slavery; to the ond there
were many Republicans who feared that the President's anti-slavery policy would be the run of
thei

which American parties have pased as between themselves?

Turning aside from the march of the great events which he records, Mr. Blaine has given us a series of valuable disquisitions on the fiscal and financial policy of the United States during the period under review. On the subject of protection he is particularly explicit, stating fairly the case for free trade, but leaving no doubt as to the inclination of his own sympathies. Protection may be said to have been one of the questions at issue between North and South, and the tariff which came into force in 1861 had the advantage of being identified with anti-slavery opinions and a due estimate of the dignity of free labor. In 1860 Lincoln profited much in his canvass by the recent success of Andrew G. Curtin in the contest for the Governorship of Pennsylvania; and Curtin owed his election "to his able and persuasive presentation of the tariff question and to his effective appeals to the laboring men in the coal and iron sections of the State." The protective system is now well established, and the workingmen are so firmly well established, and the workingmen are so firmly peals to the laboring men in the coal and iron sections of the State." The protective system is now well established, and the workingmen are so firmly convinced of its advantages to themselves that one sees not how it is to be shaken. As Mr. Blame says: "The advocates of actual free trade according to the policy of England are few in number, and are principally comined to doctrinaires." The same remark might have been made twenty-five years ago about the advocates of root-and-branch abolition of slavery. On all questions relating to currency and banking Mr. Blame has written very fully; and his chapters on these subjects are illustrated by tables which contain much statistical information in a compact form.

chapters on these subjects are illustrated by tables which contain much statistical information in a compact form.

No part of American politics is more bewildering to an outsider than the relations of parties and the significance of party names. On this point the volume before us may be consulted with profit by the English reader. Mr. Bhaine informs us that the Federalists had quite disappeared by 1824, and that the only party known at that time was the party of Jefierson, which was Republican and Democratic. Out of this were formed the Democratic party, whose here was General Jackson, and the National Republican party, who took the name of Whigs; and in each of these there was a proslavery and an anti-slavery section. The proslavery permocrats of the North were called for a time Hunkers; the anti-slavery Democrats were Barnburners. In 1848 the Barnburners, the "Conscience Whigs" who objected to shavery, and the Abolitionists united to form the Free-Soil party, which ran old Van Buren as an anti-slavery candidate for the Presidency, to the stonishment of mankind. When the slavery question came to the front a few years after, the Whig party was dying out in the South; only a remnant of it held on for a time as the Know-Nothing party, which seems to have subsisted chiefly on deminication of foreigners generally, and the Pope in particular. The Northern Democrats were a good deal scattered, and many of the anti-slavery section of that party were absorbed in the new Republican party, which included also the best of the old Whigs and most of the Abolitionists. One effect of the war seems to have been to make party distinctions more important than they were; but there is not the Figid diacupline and ciquette in such matters to which we in England are accustomed. The country is so large, its population is so varied, and the Federal constitution is so skillfully put together, that new formulae are constantly required to express new combinations of interests and ideas.

we in England are accustomed. The country is so large, its population is so varied, and the Federal constitution is so skillfully put together, that new formulae are constantly required to express new combinations of interests and ideas.

We have endeavored to indicate the points of political importance in this volume; we ought also to say asemething of the judgments which Mr. Biaine has passed on individual men. In dealing with the characters of the statesinen of the past, and especially with Clay and Calhoun, he is, we think, particularly happy. In dealing with his own contemporaries he is, naturally enough, somewhat too uniformly civil and complimentary. But Mr. Biaine's connexion with politics is on the whole an advantage to his book. He has been an active and trusted member of the Republican party from its formation; and he has evidently drawn from his own recollections many interesting touches of description. Among the figures which stand out mest prominently in his historical picture are Edwin M. Stanton, the stout-hearted, roughtongued Democrat, to whom Lincoln intrusted the War Department—a jealous, overbearing man, but a true patriot and an indefatigible worker; Ulysses S. Grant, most the turn of initiary commanders, and yet most successful in inspiring his men with his own obstinate determination to win; and Sherman, with his grim manner and square, impressive head, out of which it was supposed he could construct a perfect topographical map of the United States at twenty-four hours' notice. The times demanded strong men; and they gathered around the President, who was in some respects the strongest of them all. Lincoln, as Mr. Biaine describes him for us, was a man of the gentlest manners, and yet a chief who allowed nobody to take liberties with him, and made his will felt in every department of public affairs. On great occasions he was simple and dignified; in ordinary life he expressed himself in a dialect racy of the soil of Illinois—as, for instance, when he warned General Hooker not to let hims

ume within a reasonable period is a question which the Convention and the political fates will have their own share in deciding. Without anticipating their decision, we may congratulate Mr. Blaine on

the manner in which he has accomplished the first instalment of his work.

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The annual examination of the students of the school will begin on MONDAY. May 19, at 10 a, m.
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FITS for ALL COLLEGES and BUSINESS.
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RIVER RAILROAD—Commencing Nov. 18, 1883,
through trains will leave Grand Central Depot.
6 a. m., Western New-York and Northern Express, with
drawing-room cars.
-8:40 a. m., Fast Limited Chicago Express, with dining care,
stopping at Albuny, Utica, Syracuse, Sochester, Ruffalo, Eric
Cieveland and Toledo, arriving at Chicago Icli a. m. next day.
10:30 a. m., Chicago Raille and Chicago Icli a. m. next day.
11:3: m. Chicago Canada
dalium, Roderican Malfalo; connects for Gawego.
11:3: m. Western New-York and Northern Express, with

And connects at Polighkeep-se will trads for the Nortic kets sold and baggare checked to Rhienbeet, Judson, bany and all points West on the N. Y. Central R. R. EXCURSION TICKETS to West Point, returning West Shore at Hudson River R. R. same day, 51.2.

NO EXPRESS BAGGAGE RECEIVED AT 224-ST. NEW-HAVEN, STEAMBOAT CO'S STEAM-Peck Slip Pier No. 25. E. R., at 3 and 11 p. m. Sandays ex-epted: connecting at New-Haven, with special trains for MERIDEN, HARTFORD, SPRINGFIELD, HOLVOKE, &c. Tickers soid and baggage checked at 1944 Broodway, N. y., and 4 Courtest, Brooklyn. Excursion to New-Haven 81.50.

EHIGH VALLEY RAILROAD,-Passenge I trains have depot foot of Cortlandt and Desbrosses stated a.m., 340 and 7 p. m. for Easton, Bethlehem. Allondown, Reading, Manuch Chunk, Whitesbarre, Towanda, Waverly, Ithaca, Geneva, Lyons, Buffalo and the West. Pullman through ceaches run daily. Local trains at 7 a.m. and 540 p. m. for Easton, Bethlehem and Coolsy.

Trains leaving at 8:10 a.m., I and 340 p. m. connect for all points in Mahsimy and Hatelon coal regions. Sunday train local for Mauch Chunk 8:10 a.m. Leave Mauch Chunk at 4 p. m. at 4 p. m. General Eastern Office, corner of Church and Cornlandt sta-E. B. BYINGTON, G. P. A. 7

RE-OPENING PROVIDENCE LINE, MONDAY, MAY 5, PROVIDENCE DIRECT. ALL NORTHERN NEW-ENGLAND POINTS. Elegant Steamers RHODE ISLAND and MASSACHUSETTS.

Leave Pier 29, N. R., at 5 p. m. daffy, except Sundays, F. W. POPPLE, General Passenger Agent, N. Y. DHILADELPHIA AND READING

FROM STATIONS OF NEW-JERSEY CENTRAL DIVISION, NEW-JERSEY CENTRAL DIVISION,
FOOT OF LIBERTY-ST., NORTH RIVER.
Direct connection to and from Brooklyn, via Annex Bosts,
from Brooklyn Bridge Pier.
TIME TABLE-TAKING EFFECT MAY 11, 1884.
For PHILADELPHIA and TRENTON, "Bound Brook
Route," at 745, 930, 11:15 a. m., 180, 490, 420, 537, 740,
12:00 p.m. SUNDAYSH 846 a.m., 530, 12:00 p.m.
Direct connection at Wayue Junction for Germantown and
Chestant Hill; at Columbia-ave, for Manayank, Conshohocken and Norristown.

DHAWING-ROOM CARS on all Day Trains and SLEEPING
CARS on Night Trains.
Returning, leave PHILADELPHIA, Ninth and Green sts.

CARS on Night Trains.

Returning, leave PHILADELPHIA, Ninth and Green.sts., 7:30, 8:30, 10:34, 11:00 a. in., 1:15, 3:45, 5:40, 6:45, 12:00 p. in., 6:30, 12:00 p. in., Third and Berks sta, at 1:10, 8:20, in., 6:30, 12:00 p. in. Third and Berks sta, at 1:10, 8:20, at in., 16:30 a. in., 10:0, 3:30, 6:20, 6:30 p. in., 10:0, 10:0, 3:30, 6:30, 6:30 p. in., 10:0, 10:0, 10:0, 3:30, 6:20, 6:30 p. in., 10:0, For READING and HARRISBURG at 7:45, 9:00 11:15 a. m., 1:00, 1:30, 4:30, 5:30, 5:45 12:00 p. m. Sandays at 5:30 p. m. For SCRANTON at 7:15, 5:00 a m. 8:45 p. m. For WILKESBARRE and PITTSTON at 7:15, 0:00 a. m., 1:00, 1:30, 0:45, 5:45 p. m. Sundays at 5:30 p. m. For DRIFTON at 7:15 a. m., 3:45 p. m.

or TAMAQUA at 7:15, 7:45, 9:00 a. m., 1:00, 7:30, 3:45, 4:00, 12:00 p. m.

For BETHLEHEM, ALCENTOWN and MAUCH CHUNK at 7:15, 0:00 a. m., 1:00, 1:30, 3:45, 5:30 p. m. Sunday at 5:30 p. m. For EASTON at 7:15, 7:45, 9:00 a. m., 1:00, 1:30, 3:45, 4:00 4:30, 5:30 p. m. Sundaya, 5:30 p. m. Por STATIONS ON HIGH BRIDGE BRANCH at 9:00 a.m., 4:0, 4:30 p. m. FOR STATIONS ON HIGH BRIDGE BRANCH at 3:00 a.m., 4:04, 4:39 p.m.

For FLEMINGTON at 7:15, 3:00 a.m., 1:00, 1:30, 4:00, 4:30 St00, 5:30 p.m. Sundays, 1:30 p.m.

For SOMERVILLE at 6:00, 7:15, 7:45: 9:00, 10:30, 11:15 a.m.

1:00, 1:30, 2:30, 3:43, 4:00, 4:30, 5:50, 5:30, 5:45 6:00, 7:30, 8:00, 1:0:30 p.m. Sundays at 8:00 a.m. 1:30, 5:50, 9:00 p.m.

For PLAINFIELD at 6:00, 7:15, 7:45, 9:00, 9:30, 10:30, 11:15 a.m. 1:30, 5:50, 3:00, 4:30, 5:00, 5:30, 5:45, 6:00, 6:30, 7:00, 8:30, 3:40, 4:30, 5:00, 5:00, 5:15, 5:30, 6:45, 6:00, 6:30, 7:00, 8:30, 9:00, 10:30, 12:00 p.m. SUNDAYS at 8:00, 6:30, 1:30, 8:45, 1:30, 8:40, 8:45, 8:40, 8:45, 1:30, 8

Por FREEHOLD—At 8:15, 11 a m. 1:30, 4, 5 p m. For LANSWOOD, TOMS RIVER and BARNEGAT at a. m., 1:30, 4:30 p m. with through parlor cars on 4:30 p train. NEW-JERSEY SOUTHERN DIVISION.

NEW-JERSEY SOUTHERN DIVISION,
From Pier Ne. 8, footh River, via Samity Hook.
OMMENCING MAY 22d, 1-84.
FOR SEA BRIGHT, LONG BHANCH, etc., at 4:30, 10:15 a. m.,
3:45, 4:45 p. m. Sundaya, 9:00 am.
For ATLANTIC BIGHLANDS at 4:30, 10:15 a. m. 8:45,
4:45 p. m.
For ELBERON, ASBURY PARK, OCEAN GROVE, POINT
PLEASANT, etc., at 10:15 a. m., 3:45, 4:45 p. m. Sundaya
(Except Asbury Park and Ocean Grove) at 9:00 a. m.
For LAKEWOOD, TOMS RIVER and BARNEGAT at 3:45 p. m.

p. m.

Tickets can be precured at foot Liberty at, Pier No. S. North River 21, 102, 207, 257-261, 271, 421, 721, 944, 1,317, and 1,323 Broadway; 737 and 749 6th ave. 1 Rivington at; 10 Green wich at; 10 See East 1204s. at. and principal Hotels in New York City. 1s Brooklyn at Nos. 4 Contrast; 107 Front. Nav. 1895, Atlantic ave. 1 In Hoboken, 254 Washington at, N. Y. Transfer Company will call for and check beggage from hotels or residence to destination.

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NEW-YORK, WEST SHORE & BUPFALO RAILWAY On and after May 25th, 1884.
Trains leave Destrosses, Certiandt and foot of West 22d ets.; For Chroage, Suspension Bridge, Niagara Palia, Buffalo, Newark and Rechester, \*10.00 a.m., \*8 p. m.
For Syracuse and Oneola, 7:40, \*10.00 a.m., \*8 p. m.
Litea, Cauajoharte, 7:40, \*10.00, 11.20 a.m., \*8 p. m.
Albany and Catsinii, \*7:40, \*10.00, 11.20 a.m., \*8 p. m.
Newburg, Kingston, Haylland, Poughkeepsie, \*7:40, \*10:00, 11.20 a.m., 3:40, 4:35, \*8 p. m.
\*\*Paliy Other trains daily except Sunday.
Trains leaving New-York at 7:40 a.m. 4:35 p. m. leave foot of West 4:44s. only.
Buffet Parior Cars to Syracuse and Buffalo, Pullman Buffet Sleeping Cars to Syracuse, Oneida, Buffalo and Chicago.
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Pallman Buffet Sleeping Cars to Syracuse, Oncias, Bunas, and Chicago.

Tackets and time tables at stations and at offices of the company, Jersey City, Pennsylvania Railroad Station, Brockyn, No. 4 Courtest. Annex office, foot of Fulton-st. SS Fultonst. and No. 7 DeKalbave; New-York City, Nos. 182, 207, 201, 203, 415, 944, 1528 Broadway, No. 5 Union Square, No. 787 of the No. 108 East 125th-st., Pennsylvania RR. Station, foot West 424-st.

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A -TROY BOATS, CITIZENS' LINE.

A steamers CITY OF TROY and SARATOGA leave Plet
44 North River, foot Christopher-st., daily except saturdar,
at 6 p. m., cennecting with moraing trains for the North and
West. Sunday's steamer touches at Albany.

FOR BRIDGEPORT and all points on HOU-SATONIC and NAUGATUCK RAIL ROADS—Steamers leave Catherine Slip at 11 a m. 3 p. m; 23d-st., East River, 3:10 p. m. Fare lower than by any other route. NORWICH LINE. Inside Winter Route.

Steamers CITY OF WORCESTER

NEW-YORK AND LONG BRANCH RR.

Stations in New-York

LEAVE NEW-YORK. commencing May 12, 1834

For South Amboy, via Philia. & Reading R. R., 8415, 11-04

a.m., 1,30, 4,50, 5 p. m. Sundays 10,45 a. m. via Penn. R. R.

600 a. m. 14 m. 3: 10, 5 p. m. Sundays 9 a. m. 5 p. m.

For Matawan, Ce., via Phila. & Reading RR., 8415, 11-04

a. m., 1,30, 4,00, 4,00, 5,00, 6 p. m. Sundays, 10,45 a. m.

via Penn. RR., 9 a. m., 12 m. 5 p. m. Sundays, 10,45 a. m.

For Matawan, Ce., via Phila & Reading RR., 8415, 14

a. m., 1,30, 4,00, 4,00, 5,00, 6 p. m. Sundays, 10,45 a. m.

For Hed Bank, Long Bianch, Gecan Grove, Asbury Park,

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For Hed Bank, Long Bianch, Gecan Grove, Asbury Park,

For Hed Bank, Long Bianch, Gecan Grove, Asbury Park,

For Hed Bank, Long Bianch, Gecan Grove, Asbury Park,

Sal 5 a. m., 1,30, 4,00, 5 p. m. Sundays,

Interpret to Gecan Grove or Asbury Park, 10,45 a. m.,

interpret to Gecan Grove or Asbury Park, 10,45 a. m.,

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DENNSYLVANIA RAILROAD,

AND UNITED STATES MAIL BOUTE.

Frains leave New York via. Desbrosses and Cortiand Street
Ferries as follows:
Harrisburg, Pittsburg, the West and South, with Pullman
Palace Cars attached, S a. m. 6 and 8 p. m. daily. New York
and Chicago Limited, of Parlot, Dhinig, Smoking and Stoep,
ing Cars, at 6 a. m. every day.
Williamsport, Lock Haven, S a. m. 8 p. m. Corry and Erica
8 p. m. connecting at Corry for Titusville, Petroleum Cantre
and the Oil Regions.
Baltimore, Washington and the South. "Limited Washington
Express" of Pullman Parlor Cars daily except Sunday, 10
a. m., arrive Washington 4:05 p. m. Regular, via H. and F.
K.R. at 6:05 and 8:30 a. m. 8;34 and 0 p.m. and 12 might, 18
B. and O. R. R., 1 and 7 p. m. and 12 might, via B. and O. B.
R. 7 p. m. and 13 might.
For Atlantic City except Sunday, with through car, 1 p. m
For Chicago, Ray Head Junction, and intermediate stations
via Rahway and Amboy, 8 a. m., 12 noon, 3:10, 5 p. m. Gu
Sinday, 9 a. m. and 5 p. m. do not stop at Acourty Park., 1
Boats of "Brooklyn Amex" connect with all through trained
Jersey City, affording a speedy and direct transfer for
Brooklyn Lavet.
Trains arrive—From Pittsburg, 6:10 and 11:20 a. m., 7:30 and
10:30 p. m. daily, and 7 a. m. daily except Monday. From

Brooklyntravet.

Trains arrive—From Pittaburg, 6:10 and 11:20 a.m., 7.29 and 10:20 p. m. daily and 7 a.m. daily except Monday From Washington and Baldmore. 8:30 and 6:00 ft. m., 8:40, 8:50, 6:50, 9:20, 10:36 and 10:35 p. m. Sunday, 8:35, 6:50 a.m. 10:36 and 10:35 p. m. From Baltmore, 1:20 p. m., on Sunday, 8:20 p. m. From Philadelphia, 3:50, 6:10, 6:30, 6:50, 6:20, 6:30, 6:50, 7.35, 8:50, 6:10, 6:30, 6:50, 7.35, 8:50, 6:30, 6:30, 6:50, 7.35, 8:50, 6:30, 6:30, 6:50, 7.35, 8:50, 6:30

Express Trainsleave New-York via Despresses and Cortland Street Forries as follows:
6:20, 729, 8,830 (9 and 10 Limited), 11, 11:10 a. m. 1, 3:20, 3:40, 4, 5, 6, 7, 8 and 9 p. m. and 12 night Sundays, 6:15, 2, 9 Limited and 10 a. m. 4, 6, 7, 8 and 9 p. m., and 12 night. Trains leaving New-York daily, except Sunday, 7:20, 8:30 and 11:10 a. m., 1, 2, 4, 5 and 7 p. m., connect at Treuton for Camden.

11:10 a. m., 1, 2, 4, 5 and 7 p. m., connect at Treaton for Camden.
Restorning trains leave Broad-st. Station, Philadelphia, 12:01, 8:10, 12:04, 4:335 (except Monday), 6:50, 7:30, 8:20, 8:36, 11, and 11:15 a. m. (Limited Express 1:39 and 5:20 p. m., 1, 8, 4, 5, 6:53, 7:10, 7:45 and 8 p. m. On Sunday 11:01, 3:15, 8:20, 4, 4:25, 8:30 a. m. 4, 0:20 Limited, 6:30, 7:40, 7:44 and 8 p. m. Leave Philadelphia via Canden, 8:50 a. m. daily except Sunday.
Ticker others, 3:5, 8:49, and 8:44 Broadway, 1 Astor House, and foot of Desbrosses and Cortinate Streets, 4 Contrast, and Brooklyn: Bnah's Hotel, Hoboken; Station, Jersey City Emigrant Track Office No. 8 Battery Place and Castio Gaz Jen.
The New-York Transfer Company will call for and cheef baggang from hotels and residences.
CHARLES E. PUCH,
General Manager.

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CITY, RIVER AND HARBOR TRANSPORTATION COMPANY.
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UNEQUALLED FACILITIES FOR DISPATCH.

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Steamer JOHN H. STARIN for NEW-HAVEN, leaves Pier

Machine and Boiler Shops. Everything appertaining to the construction and repair of vessels.

Machine and Roller Shops. Everything appertaining to the construction and repair of vessels.

[VIII ERIE RAH.WAY, better known as the NEW-YORK, LAKE ERIE AND WESTERN RAIL-ROAD.

Arrangements of trains from Chambers at. Depot.

2 am—Daily except Sundays. Day Express, drawing-room coaches to Binzhamion, Elmira and Bautalo. Sleeping coaches to Cieveland, Cincinnati and Chicago.

5 pm daily. "St. Louis Limited" Express.—No extra charge for fast time—Pullman Sleeping Coaches to Buffalo, arriving 1725 a m. Niagara Falls, 9 a m. Hamilton, Ont. 10:46 a. m., Detroit. 32.5 pm. Salamanca 7:05 a m. Cieveland 1847 b m. Checimant, 8:20 p m. St. Louis 8:40 am second day. Councet-ting trains arrive Toledo 5:29 p m. and Hostinangolis II a m. 6 pm. Daily)—Pacific Express for the West. A Solid Train of Pullman Day and Sleeping Coaches to Binzhamion. Finites Buffalo, Niagara Falls, Cincinnati and Chicago. Hotel and Huiet Smoking Coaches to Chicago.

8:15 p m—Emigrant train for the West.

Buther-for and Passan 5:45 7:20 7:50 9:30 10:20 a m 12 minimiph. Sminday 4. 8:20 10:20 a m 14:56:30 a m 12 minimiph. Sminday 4. 8:20 10:20 a m 14:56:30 a m 12 minimiph. Sminday 5:40 6:10 5:30 7:30 15:30 pm m 12 minimiph. Sminday 5:40 6:10 5:30 7:30 15:30 pm m 12 minimiph. Sminday 5:40 6:10 5:30 7:30 15:30 pm m 12 minimiph. Sminday 5:40 6:20 7:30 15:30 pm m 12 minimiph. Sminday 5:40 6:20 7:30 15:30 pm m 12 minimiph. Sminday 5:40 6:20 7:30 15:30 pm m 12 minimiph. Sminday 5:40 6:20 7:30 15:30 pm m 12 minimiph. Sminday 5:40 6:20 7:30 15:30 pm m 12 minimiph. Sminday 5:40 6:30 8:30 10:20 a m 1:45 6:30 9 pm m 15:50 9 pm m and 12 minimiph. Sminday 5:40 6:30 8:30 10:20 a m 1:45 6:30 9 pm m m 1:45 6:30 8 pm m and 12 minimiph. Sminday 5:40 6:30 7:30 8:30 10:20 a m 1:45 6:30 8 pm m and 12 minimiph. Sminday 5:45 8:40 8:30 10:20 a m 1:45 6:30 9 pm m and 12 minimiph. Sminday 5:40 8:40 10:20 a m 1:45 6:30 9 pm m and 12 minimiph. Sminday 5:40 8:40 10:20 a m 1:45 6:30 9 pm m and 12 minimiph. Sminday 5:45 8:40 8:40 10:20 a m 1:45 6:40 9 pm m m 1:45 6:40 8 pm m m 1:4

Rondont and Kingston and Moutgemery 9 a m 4:30 p m. Sunday 8:30 a m. Gosben 5:45 7:50 9 10:20 a m 3:30 3:50 4:30 8 8:15 p m. Sunday 8:45 8:30 10:20 a m 6:30 8 p m. Middletown 5:45 7:50 9 10:20 a m 3:30 4:30 8 8:15 p m. Sunday 5:45 8:30 10:20 a m 6:30 8 p m. The trains 9 a m and 4:30 p m trains connect with New York, Ontario and Western Ruifwed at Main-st. The 9 a m train stops at Main-st. only. Port Jervis 7:50 9 10:20 a m 4:30 6 8 5:15 p m. Sunday 8:30 10:20 a m 6:30 8 p m. Boats leave 2:36-5 q uarter of and quarter after each bound from 5:45 a m to 10:45 p m overy thirty minutes; and from 10:45 p m to 12:45 a m and 4:30 p m. The first printing on the 12:45 a m every boar.

The first for passage and apartments in Drawing-itoem and Shepping conchec can be obtained, and orders for the observant and transfer of bargage may be left at the Company's officer Nos. 261, 401 or 957 Broadway, 137 West-84, N.Y., 550. Express trains from the West arrive to New-York at 7:16 7:3011:23 a m and 10:30 pm. Gen'l Passy Agent, New-York.

NORTHERN RAHLEOAD OF NEW-JERSEY,

Steamboats and Railroads.

BALTIMORE AND OHIO RAILROAD.

MODEL FAST LINE TO THE WEST.

Via Philadelphia, Baltimore and Washington.

Trains leave from Pennsylvania R. R. Depot:

\$ p. m., except Sunday, for Washington and all points West.

7 p. m., DAILY FAST EXPRESS. through sleeping coaches to Chicago, Cincinnati, St. Louis. Connects for all points West.

12, MIDNIGHT, daily for Washington and all points West, For Time-Tables, Tickets, Siceping Berths and Bargage apply at Company's office. 21, 315, 851 and 1,140 Broadway?

\*\*ACOSTORIA, Brooklyn; Pennsylvania Railroad.

I OR BOSTON. FARE ONLY \$3. We STONINGTON LINE. Steamers leave daily (except Sunday) from Pier 33, N. R. Jay-st., at 5 p. m. F. W. POPPLE, Gen'l Pass. Agt., 177 West-st.

To BOSTON \$3. WORCESTER, \$2 50. NASHUA, \$3 65. PORTLAND, \$6, and no transfer.

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ALBANY BOATS, PEOPLE'S LINE, DREW and ST. JOHN. Leave Pier 41, N. R., foot of Canal-st., every week day at 6 dations, Rochester and Bullalo; connects for Gweege.

11 a.m. Western New-York and Northern Express, with
drawing room cars.

2-30 p.m., Western New-York and Northern Express, with
drawing room cars.

2-30 p.m., Albany Troy and Utica Express, drawing room cars.

2-30 p.m., Albany Troy and Utica Express, drawing room cars.

2-30 p.m., St. Louis Express, with siceping cars for Niagara
Falls, Bullalo, Cincinnati (except Saturday), Tolodo, Detroit
and St. Louis.

3-30 p.m., Express, with siceping cars for Rochester,
Bullalo, Cieveland, Toledo, Detroit, Chicago, St. Louis, Oswogo; also Lowville (except Saturday).

1-1 p.m., Night Express, with siceping cars to Albany and
Troy. Connects with the morning trains for the West and
North (except Saturday pigh).

1-1 in. Sight Express, with siceping cars to Albany and
Green, 20-2 saturday and Central Depot, No. 5. Bowling
Green, 20-2 saturday and Central Depot, No. 5. Bowling
Green, 20-2 saturday and Central Depot, No. 5. Bowling
Green, 20-2 saturday and alwestocitic Express
Green, 20-2 saturday and alwestocity Express

1-30 Washington and 7-35 and 942 Broadway, New-Tork,
and 13-31 Washington and 7-35 pulton size, Brooklyn, and 7-9

1-30 Fourth-St., Williamsborz.

Accommodation in drawing-room and sleeping cars can be
procurred at any of the ticket offices in New-York City, and algorithm of the Saturday of the Control of the Saturday of the Sa B.—Tickets sold and baggage checked to all stations on York Central R. R.; and also tickets of the N. Y. C. and R. R. good for passage and stateroom berth. FOR RONDOUT AND KINGSTON,
Landing at Cransions (West Point,) Cornwall, Newhirreh, Marthoro, Milton, Poughkeepsie and Esopius.
Connecting with Claser and Deinware and Stony Clove R. R.
Steamboats JAMES W. BALDWIN and CAISKILL leave
dainy at 4 p. m., Pier foot of Harrisco-st., N. R. FOR BOSTON.

VIA PALL RIVER LINE

Bear route to Newport, Fall River, and all Eastern parts

rout Pier 28, N. R. f. State of the Limited Tickets.

Parts of the Company State of the Limited Tickets.

Tout Pier 28, N. R. f. State of the Limited Tickets.

In the Limited Tickets.

The Limit MARY POWELL.—For West Point, Corn-wall, Newburg Poughkeepsie, Rondout and Kingston, landing at Cransion Milton, New-Hamlung and Hyde Park daily (Sandays excepted). Leaves Vestry-18, 215, and West This, at 3:30 p.m. Connects at West Point or Corowall, via N.Y., West Shore and Isbaio R. R. Tickets and baggings checked to Sangerthe, Cataskill, Albany and all points West. Also connects at Poughkeepsie with trains for the North; thests sold and bagging checked to Bhienbeeck, itudayon, Al-

POPULAR SHORE LINE.—For Providence
Boaten and the East. All rail from Grand Central Depot
Phree express trains daily (Sundays excepted) to Boston at
a. m., 2 p. m., parlor cor attached) and 10 p. m. (with palace
sleeping cars). Sundays at 10 p. m. (with palace sleeping
cars). Newport express leaves Grand Central Depot at
p. m., arrives at Newport 7:35 p. m. Parlor cars attached.
p. W. POPPLE, Agent.

On and after Feb. 27, 1884.
GIRBAT TRUNK LINE
AND UNIFED STATES MAIL BOUTE.
cave Now-York via. Desbrosses and Cortiandt Street

TO PHILADELPHIA.

STARIN'S

Orders received for delivery of all kinds of freight and merchandise to any part of the city. SEA AND HARBOR TOWING AND RIVER AND HAR-Freight of every description promptly lightered to any point in the harbor at reasonable rates.

18, N. R., foot of Cortlandt-st., at 2 p. m. daily. [SUNDAYS Freight for points on D. L. & W. R. R. received at Pier 19. ren Cents, via Steamers from Pier 1, E. R., foot of White

NORTHERN RAILROAD OF NEW-JERSEY.
Trains leave for Engloweed, Cleater, Plotmont and Nyuck 7 830 10 a m 1 3:20 4 4:50 3:40 6:40 8:30 p m 12 mid-night. Sanuday 8 7 9 a m and 7:15 p m.
Nanuel, Spring Valley and Money 7:10 10 a m 4:50 p m Bunday 8 7 a m.
JOHN N. ABBOTT, Gen'l Pass't Agent, New-York.